ABSTRACT OF THE DISCLOSURE

In a fuel control method for a combined plant, when the combined plant is just started or during a rated operation, a clutch is completely disengaged or engaged, and therefore, fuel is controlled in the same manner as in the prior art. In the meantime, before and after the clutch is engaged or disengaged, a target load set value is switched to an actual load in response to a signal from a clutch engagement or disengagement period detection unit as a trigger. In this manner, a sudden change in load that may occur when the clutch is engaged or disengaged never influences on a control system disposed downstream thereof.